

Mariners must take care to ensure they correctly identify the new leading lights as the old leading light structures are still in place.

(BA NM 44/01) 51/01

Page 267—Line 11/L; read:
Island at the beginning of Sector 10.
(NIMA) 51/01

PUB 140 2 Ed 2001 LAST NM 49/01

Page 23—Line 47/R: insert after:

Advance Notice of Arrival

A 96-hour advance notice of arrival is required for the following vessels:

1. Vessels of 500 gross tons and over.

2. Vessels engaged in towing or pushing another vessel, when the combined tonnage of the vessel and the vessel being towed or pushed is 500 gross tons and over.

3. Vessels carrying polluting or dangerous cargo, or are engaged in towing or pushing a vessel carrying polluting or dangerous cargo.

Vessels must request clearance 96 hours prior to entering Canadian waters from seaward. If the time of arrival of the vessel in Canadian waters is less than 96 hours after the vessel departed its last port of call, the advance notice should be sent as soon as practicable.

Contact details can be found in “Vessel Traffic Reporting Systems for the Coastal and Offshore Waters of Canada.”

(BA NM 45/01, Section VI) 51/01

PUB 160 1 Ed 1998 LAST NM 48/01

Page 143—Line 5/L; insert after:

Fishing Areas	143
(NIMA)	51/01

Page 145—Line 17/R; insert after:

Fishing Areas

Crayfish trap fishing is common along the Atlantic coast of South Africa. Mariners should navigate with caution when within 3 miles of the coast due to the presence of numerous anchored or drifting small fishing boats and their unlit bottom gear, marker buoys, and recovery lines.

(SAN HO-22, Supp. 1/2001) 51/01

PUB 162 5 Ed 2001 NEW EDITION
(NIMA) 51/01

PUB 173 6 Ed 2000 LAST NM 45/01

Page 25—Line 32/R; insert after:

Pilotage.—Pipavav Port lies on the NW shore of the West Channel. Pilotage is compulsory. Vessels should send their ETA 72, 48, 24, and 12 hours in advance to the Harbormaster. Vessels should call Port Control for pilot

PUB 173 (Continued)

boarding and anchoring information. The pilot boards at the anchorage in position 20°53'N, 71°30'E.
(BA NM 44/01) 51/01

PUB 174 8 Ed 2000 LAST NM 45/01

Page 110—Line 28/L; read:

Selat Durian (0°45'N., 103°37'E.), entered from the S between **Great Durian** (0°43'N., 103°43'E.) and **Pulau Sanglang Besar** (Sanglang-besar) (0°37'N., 103°41'E.), is nearly 4 miles wide, and bounded on either side by a number of islands of various sizes. It has a NW direction in the S part, then turns toward the N and E between **Pulau Buru** (0°53'N., 103°30'E.) and **Mantaras-Besar** (0°52'N., 103°38'E.); Kepulauan Rukan lies in its S approach and may be passed on either side.

The strait, which is deep and well-lighted, is available at all times for all classes of vessels.

The main channel of Selat Durian has been wire-dragged to a depth of 14m. The channel S and W of Rukan Selatan has been wire-dragged to a depth of 14m. The channel SE of Rukan Selatan has been wire-dragged to a depth of 11.9m.

Caution.—A dangerous wreck, best seen on chart, has been reported approximately 2.2 miles SW of Mantaras-Besar.

(BA NM 30/01) 51/01

Page 111—Line 50-51/L; read:

Mantaras-Besar, bearing 179°, leads W of Itik Reef.

Mantaras-Besar (0°52'N., 103°38'E.), lying 1.5 miles SW

(US CH 71241) 51/01

Page 111—Line 57/L; read:

NNW of Mantaras-Besar, is a rocky islet with trees and is

(US CH 71241) 51/01

Page 111—Line 3/R; read:

the W end of Mantaras-Besar. Middelburg Reef, a drying coral

(US CH 71241) 51/01

Page 157—Line 4/R; insert after:

MANTARAS-BESAR	0 52N	103 38E	8.60
(US CH 71241)			51/01

Page 160—Lines 62 to 63/L; strike out.

(US CH 71241) 51/01

PUB 175 7 Ed 2001 LAST NM 45/01

Page 94—Lines 25 to 29/R; strike out.

(22(603)01 Wollongong) 51/01

Page 99—Line 31/L; read:

heat. The pilot boards in position 21°10'S, 115°06'E.

(BA NM 42/01) 51/01

Page 175—Line 41/L; insert after:

Caution.—Marine farms, best seen on chart, have been established E of Boston Island. Marine farms, which may be floating or fixed structures, and their associated moorings should be avoided. The farms are usually marked by buoys or beacons, which may be lit.

(22(604)01 Wollongong) 51/01

PUB 180 2 Ed 1997 LAST NM 49/01

Page 51—Line 51/R; insert after:

Advance Notice of Arrival

A 96-hour advance notice of arrival is required for the following vessels:

1. Vessels of 500 gross tons and over.
2. Vessels engaged in towing or pushing another vessel, when the combined tonnage of the vessel and the vessel being towed or pushed is 500 gross tons and over.
3. Vessels carrying polluting or dangerous cargo, or are engaged in towing or pushing a vessel carrying polluting or dangerous cargo.

Vessels must request clearance 96 hours prior to entering Canadian waters from seaward. If the time of arrival of the vessel in Canadian waters is less than 96 hours after the vessel departed its last port of call, the advance notice should be sent as soon as practicable.

Contact details can be found in the Appendix under ECAREG CANADA and NORDREG CANADA.

(BA NM 45/01, Section VI) 51/01

PUB 195 6 Ed 1999 LAST NM 50/01

Page 116—Lines 41 to 56/L; read:

Depths—Limitations.—The main channel leading from seaward to the port is authorized for drafts up to 10m (see paragraph 10.9).

The port consists of five harbor areas, which provide facilities for general cargo, ro-ro, bulk, tanker, chemical, and timber-product vessels.

Pateniemi lies 5 miles NNW of the town. A channel, which is authorized for drafts up to 6.3m, leads N to this harbor. There is a berth, 85m long, with a depth of 6.3m alongside. It is reported (2001) that this harbor is no longer open to commercial shipping.

Toppila lies 1.5 miles NW of the town. Toppila Quay, 990m long, is situated on the N side of this harbor and has a depth of 6.1m alongside. Hietasaari Quay, 600m long, is situated on the S side and has a depth of 6.1m alongside. It is reported (2001) that this harbor is used only for the discharge of cement.

An overhead power cable, with a vertical clearance of 50m, spans the entrance to Toppila harbor.

Vihreasaari lies at the SW extremity of the S most islet fronting the town. Oil Quay, 72m long and T-shaped, is situated on the N side of this harbor and has a depth of 10m alongside. Bulk Quay, 150m long, is situated on the S side and has a depth of 10m alongside.

Oritkari lies 1 mile SW of the town on the S bank of the river. Main Quay, situated at the S side, is 270m long and has a depth of 9m alongside. North Quay, situated at the N side,

PUB 195 (Continued)

is 170m long and has a depth of 10m alongside. There are also three ro-ro berths with depths of 7 to 10m alongside.

Nuottasaari lies 0.5 mile WSW of the town on the S bank of the river. Nuottasaari Quay, 320m long, has a depth of 6.4m alongside. Two chemical quays, situated close W, have depths of 7.5m and 9.5m alongside.

Vessels up to 50,000 dwt, 200m in length, and 10m draft can be accommodated within the port.

Aspect.—The recommended entrance channels are indicated by lighted ranges and marked by lighted buoys and beacons. Several chimneys and silos standing in the vicinity of the harbor at Oritkari are prominent from seaward.

Pilotage.—Pilotage is compulsory. Vessels should send an ETA 24 hours in advance and a confirmation message 6 hours before arrival. Pilots are provided by the Bothnia Sea Pilot Station at Hailuoto and may be contacted on VHF channel 13. Pilots board vessels about 10 miles NW of Marjaniemi Light (for drafts of 8 to 10m) and about 8 miles NW of Marjaniemi Light (for drafts of 8m or less). (See paragraph 10.9).

(BA NP 20; BA NP 286; Lloyds Ports) 51/01

Page 116—Lines 1 to 42/R; strike out.

(NIMA) 51/01

Page 116—Line 46/R; read:

and sand, about 3 miles WNW of Oulu.

Caution.—Numerous quantities of timber may be found lying in the vicinity of the harbor at Pateniemi.

(BA NP 20) 51/01

Page 117—Lines 4 to 35/L; read:

It was reported (1991) that the harbor is no longer open to commercial traffic.

Iin Roytta (65°16'N., 25°12'E.), a small craft harbor, lies at the SE end of an island of the same name. It is protected by breakwaters, which extend from the E and S ends of the island, and has depths of 2 to 3m.

An outer anchorage lies about 0.5 mile W of the island and has a depth of 16m. An inner anchorage lies about 0.2 mile E of the S extremity of the island and has a depths of 7 to 9m. The anchorages are approached from the Oulu to Kemi inshore route. The entrance channel is authorized for drafts up to 5.5m. Local knowledge is required.

Harkalletto Light (65°30'N., 24°50'E.) is shown from a concrete tower, 11m high, standing on an islet 15 miles SSE of Kemi.

Kemi 1 Light (65°23'N., 24°06'E.) is shown from a prominent tower, 21m high with a helicopter platform, standing in the SW approach to Kemi. A racon is situated at this light.

Rajamatalat, an isolated shoal patch with a least depth of 6.6m, lies about 4 miles N of Kemi 1 Light. Mutkamatala, with a least depth of 5.7m, is a shoal patch lying on the E side of the main approach channel, 8.5 miles NE of Kemi 1 Light.

Kemi 2 Light (65°30'N., 24°22'E.) is shown from a mast, with a wind generator, standing 10 miles NE of Kemi 1 Light.

Lallin Moyly, an isolated shoal patch with a depth of 3.5m, lies about 2 miles NNW of Kemi 2 Light.

Keminkraaseli Light (65°36.6'N., 24°33.8'E.) is shown from a prominent concrete tower, 25m high, standing 8 miles NE of Kemi 2 Light. A racon is situated at this light.

Pohjantahti Beacon (65°37.6'N., 24°22.4'E.), equipped with a racon, is situated about 7 miles N of Kemi 2 Light.

Directions.—The approach to this section of the Finnish coast is difficult due to the wide belt of islands, islets, shoals, and rocks fronting the coast at the N end of the Gulf of Bothnia. These dangers may best be seen on the chart.

Recommended routes (channels), which may best be seen on the chart, lead through these dangers and obstructions to the ports. The inner fairways are indicated by lighted ranges and marked by buoys and beacons.

From seaward, the land in the approach to Kemi is uniformly low and cannot be distinguished from the offshore islands. However, good references are provided by the lighthouses, both Finnish and Swedish, and by the off-lying islands of Maloren (65°31'N., 23°34'E.) and Sandskar (65°35'N., 23°45'E.).

The main approach route leading to Kemi, which is authorized for drafts up to 10m, begins in the vicinity of Kemi 1 Light and leads NE and NNE for about 20 miles. It passes close NW of Kemi 2 Light and about 2 miles W of Keminkraaseli Light.

The principal coastal route from Oulu, which is authorized for drafts up to 10m, joins the main channel about 1 mile NNE of Kemi 2 Light (see paragraph 10.10).

Caution.—Local magnetic anomalies exist within an area lying between about 1.2 miles and 6 miles W of Harkalletto Light (65°30'N., 24°50'E.).

(BA NP 20) 51/01

Page 117—Lines 39 to 43/L; read:

that flows into the head of the Gulf of Bothnia. The town, which is fronted by a small craft harbor, is served by two commercial harbors. Ajos, the outer harbor, lies at the SW end of a peninsula, about 4.5 miles SSW of the town. Veitsiluoto, the inner harbor, lies at the SW side of an island, 3 miles SSE of the town.

The principal imports are oil and chemicals. Steel and timber products are exported.

(NIMA) 51/01

Page 117—Lines 54 to 57/L; read:

Depths—Limitations.—The principal entrance channel leading from seaward to the harbor at Ajos is authorized for drafts up to 10m (see paragraph 10.12).

The installations at Ajos are protected by a detached breakwater, which lies at the W side of the harbor. Quay No. 1 has two berths on each side and a ro-ro ramp. The NW side provides 185m of quayage with depths of 7.3 to 8.3m alongside. The SE side provides 160m of quayage with a depth of 11.4m alongside.

Quay No. 2 has three berths along the SE side. It provides 290m of quayage with a depth of 9.3m alongside. Quay No. 3 has two berths along the NW side. It provides 185m of quayage with a depth of 5.3m alongside. Quay No. 4 has one

PUB 195 (Continued)

berth along the SE side. It provides 90m of quayage with a depth of 5.3m alongside.

The oil jetty, located at the SE side of the harbor, provides a berth, 90m long, with a depth of 11.4m alongside. Tankers up to 244m in length and 10m draft can be accommodated.

The main branch channel leading to Veitsiluoto is authorized for drafts up to 7m.

The harbor at Veitsiluoto is centered around a pier which extends 235m SSW from the island. No. 1 berth, 135m long, extends W from the root of the pier; Nos. 2 and 3 berths, situated along the W side of the pier, provide 209m of quayage; Nos. 4 and 5 berths, situated along the E side of the pier, provide 230m of quayage; and No. 6 berth, 120m long, is situated close E of the pier. A ro-ro ramp is located at the E side of the pier root. Vessels up to 7m draft can be handled alongside within this harbor.

Aspect.—The inner entrance fairways are indicated by lighted ranges and marked by buoys and beacons.

A church with a tower and the townhall situated at Kemi are prominent from seaward. Several conspicuous chimneys stand in the vicinity of the harbor at Veitsiluoto.

Three conspicuous wind generators, 35m high, stand on the S side of Ajos.

Pilotage.—Pilotage is compulsory. Pilots can be contacted by VHF and board about 11 miles SSW of Ajos, in the vicinity of Kemi 2 Light. Vessels should send an ETA 24 hours in advance and a confirmation message 6 hours before arrival. Pilots are provided by the Bothnia Pilot Station at Hailuoto because Ajos Pilot Station is not permanently manned (see paragraph 10.9).

Anchorage.—Anchorage can be taken in a depth of 16m about 0.9 mile SSW of the oil jetty head, close W of the main entrance channel.

10.13 Tornio (Roytta) (65°50'N., 24°09'E.), which is situated about 1.5 miles above the mouth of the Torniojoki River, can only be reached by small craft. Roytta, the commercial harbor for this industrial town, lies about 5 miles S and is situated close to the boundary between Sweden and Finland, on the SW side of the island of Sellei.

The boundary between Finnish and Swedish waters in this vicinity extends S, close to the meridian of 24°10'E.

Ice.—From the middle of January to the beginning of May the harbor is generally frozen over.

Depths—Limitations.—The main entrance channel leading to Roytta is authorized for drafts up to 8m. It initially follows the main route leading from seaward to Kemi to a position about 6 miles NNE of Kemi 2 Light. The channel then leads in a general NW direction for about 11 miles to the harbor.

There are three main berths, the largest being 185m long with a depth of 8m alongside. Vessels up to 160m in length and 8m draft can be handled. There are facilities for timber, general cargo, bulk, and LPG vessels.

Aspect.—The main entrance fairway is indicated by lighted ranges and marked by buoys. A conspicuous chimney stands in the vicinity of the harbor.

Pilotage.—Pilotage is compulsory. Pilots are provided by the Bothnia Pilot Station at Hailuoto (see paragraph 10.9).

Anchorage.—Anchorage can be obtained, by vessels with local knowledge, in a depth of 8m, close E of the fairway, about 1.2 miles SSE of the front range light.

(BA NP 20; Lloyds Ports)

51/01

Page 117—Lines 1 to 59/R; strike out.

(NIMA)

51/01

COAST PILOT CORRECTIONS**COAST PILOT 1**

32 Ed 2001

Change No. 5

LAST NM 47/01

Page 94—Paragraph 32, lines 2 to 6; read:

large whale. Right whales migrate annually along the east coast between the northern feeding grounds off New England and the southern calving grounds off Florida and Georgia. Right whales may occur south of Cape Cod off the mid-Atlantic from February through April (northern migration) and from October through December (southern migration). Because right whales mate, rest, feed, and nurse their young at the surface, and often do not move out of the way of oncoming ships, they are highly vulnerable to being struck by ships. Calves returning north with their mothers appear to be particularly susceptible to collision with ships. Ship strikes ...

(CL 1341/01)

51/01

Page 95—Paragraph 33, lines 7 to 9; read:

Jefferys Ledge (peak season: July through mid-December), the Bay of Fundy (Grand Manan Basin) (peak season: June through December), Platts Bank (peak season: April through June), Cashes Ledge and Fippennies Ledge (peak season: June through mid-December), the Rhode Island Sound area in or proximal to the Narragansett Bay Traffic Approach Lanes (peak season: March through April), and along the southern side of Long Island (peak season: February through April and September through October). The first two areas are federally designated ...

(CL 1341/01; CL 1230/01)

51/01

Page 95—Paragraph 36, line 3 to Paragraph 37, line 1; read: precautionary measures be taken to avoid northern right whales.

When transiting right whale critical habitat and areas of recently reported right whale sightings:

As soon as possible prior to entering right whale critical ...
(CL 1230/01)

51/01

COAST PILOT 2

31 Ed 2001

Change No. 3

LAST NM 47/01

Page 115—Paragraph 33, lines 2 to 6; read:

large whale. Right whales migrate annually along the east coast between the northern feeding grounds off New England and the southern calving grounds off Florida and Georgia. Right whales may occur south of Cape Cod off the mid-Atlantic from February through April (northern migration) and from October through December (southern migration).

COAST PILOT 2 (Continued)

tion). Because right whales mate, rest, feed, and nurse their young at the surface, and often do not move out of the way of oncoming ships, they are highly vulnerable to being struck by ships. Calves returning north with their mothers appear to be particularly susceptible to collision with ships. Ship strikes ...

(CL 1341/01) 51/01

Page 115—Paragraph 34, lines 7 to 9; read:
Jefferys Ledge (peak season: July through mid-December), the Bay of Fundy (Grand Manan Basin) (peak season: June through December), Platts Bank (peak season: April through June), Cashes Ledge and Fippennies Ledge (peak season: June through mid-December), the Rhode Island Sound area in or proximal to the Narragansett Bay Traffic Approach Lanes (peak season: March through April), and along the southern side of Long Island (peak season: February through April and September through October). The first two areas are federally designated ...

(CL 1341/01; CL 1230/01) 51/01

Page 115—Paragraph 34, lines 17 to 18; read:
Traffic Control, the Bay of Fundy Vessel Traffic Control, and are included in the return message from the Right Whale Mandatory Ship Reporting (MSR) System.

(CL 1341/01; CL 1230/01) 51/01

Page 116—Paragraph 36, lines 1 to 5; read:

Sighting Advisory System: As weather and conditions permit, a dedicated seasonal-program (January through the end of June) of overflights and vessel surveys (principally in Cape Cod Bay and the Great South Channel) provide whale sighting information to the Coast Guard, NOAA Weather Radio, Mandatory Ship Reporting System, and others for broadcast purposes. Many right ...

(CL 1230/01) 51/01

Page 116—Paragraph 37, line 3 to Paragraph 38, line 1; read:

precautionary measures be taken to avoid northern right whales.

When transiting right whale critical habitat and areas of recently reported right whale sightings:

As soon as possible prior to entering right whale critical ...
(CL 1230/01) 51/01

Page 116—Paragraph 38, line 4; read:

Traffic Control, the Bay of Fundy Vessel Traffic Control, Mandatory Ship Reporting System, and other ...

(CL 1341/01) 51/01

Page 116—Paragraph 40, line 2; read:

habitat or a recently reported sighting location, attempt to avoid night-time transits, and whenever practical, ...

(CL 1341/01) 51/01

Page 116—Paragraph 44, lines 5 to 6; read:

illegal to approach closer than 500-yards of any right whale (See **50 CFR 224.103**, Chapter 2).

(50 CFR 224.103) 51/01

Page 118—Paragraph 129, line 9 to Paragraph 130; read:

CFR 226.101 and 226.203, chapter 2, for habitat boundary and regulations.)

(50 CFR 226.101; 50 CFR 226.203) 51/01

**COAST PILOT 4 33 Ed 2001 Change No. 10
LAST NM 47/01**

Page 224—Paragraph 168 to Paragraph 169, line 1; read:

Repairs.—There are several machine shops at Wilmington, on ...

(CL 663/00) 51/01

Page 246—Paragraph 58, lines 5 to 15; read:

available from the Port Royal Branch Pilots Association, P.O. Box 404, Port Royal, SC 29935; telephone, 843-597-0017. The pilot boards vessels at Port Royal Lighted Whistle Buoy P (32°05'06"N., 80°35'00"W.) from a 40-foot pilot boat equipped with VHF-FM channel 16. Pilotage is available 24 hours a day. Arrangements should be made in advance by telephone or through the ship's agent. A 24 hour notice of arrival time is requested.

(CL 635/99; LL/01) 51/01

Page 248—Paragraph 82, lines 6 to 7; read:

advised. In September 2000, the reported controlling depth in Mackay Creek was 5.7 feet. U.S. Route 278 highway bridge over ...

(CL 635/99; CL 366/01) 51/01

Page 248—Paragraph 87, lines 15 to 16; read:

Islands. The tides meet in Bull Creek, forming flats. In 1999, the creek had a reported controlling depth of about 6 feet to the junction ...

(CL 635/99) 51/01

Page 248—Paragraph 90, lines 4 to 5; read:

1999, the privately marked and maintained channel had a reported controlling depth of 6 feet.

(CL 635/99) 51/01

Page 270—Paragraph 15; read:

Vessels with a draft over 33 feet but no more than 36 feet (fresh water) shall start in no sooner than 15 minutes before start of a flood current on the bar. Vessels with a draft greater than 36 feet (fresh water) shall start in no sooner than 30 minutes after start of flood current on the bar. Stop taking in vessels with draft over 33 feet (fresh water) one hour before start of ebb current.

(CL 1785/01) 51/01

Page 292—Paragraph 167, lines 4 to 8; read:

junction with the Intracoastal Waterway has a fixed span

COAST PILOT 4 (Continued)

with a clearance of 65 feet. The ...
(CL 1182/01)

51/01

Page 320—Paragraph 40; strike out.
(CL 663/00)

51/01

Page 322—Paragraph 73, lines 4 to 8; read:

Mile 113.9, State Route 94 highway bridge over the canal has a fixed span with a clearance of 65 feet. **Fairfield Canal**, just east of the bridge, ...

(CL 1324/01; CL 661/01)

51/01

Page 327—Paragraph 184, lines 7 to 8; read:

clearance of 91 feet. A small-craft facility at **Mile 558.1** is just above the bridge on the east side of the waterway. Berths, gasoline, diesel fuel, water, ice, pump-out, marine supplies, and repairs are available. In 1998, the privately marked entrance and yacht basin had a reported controlling depth of 7 feet.

(CL 635/99)

51/01

Page 330—Paragraph 247, line 6; read:

launching ramp are available. In August 2001, a fixed highway bridge with a design clearance of 65 feet was under construction close north of the bascule bridge; upon completion, it will replace the bascule bridge.

(CL 1575/01; 34/01 CG7)

51/01

Page 342—Paragraph 486, lines 4 to 7; read:

clearance of 21 feet. The bridgetender monitors VHF-FM channel 16 and works channel 13; call sign WHW-773.

(CL 1152/01)

51/01

Page 355—Paragraph 154; strike out.

(CL 663/00)

51/01

Page 355—Paragraph 156; read:

Oregon Inlet Station (35°47.8'N., 75°33.0'W.). Southerly end of Bodie Island.

(CL 663/00)

51/01

COAST PILOT 5 29 Ed 2002 Change No. 1
LAST NM 49/01

Page 87—Paragraph 1596, line 3 to Paragraph 1616; read: exercises.

(c) [**Suspended**]

(d) [**Suspended**]

(e) Section 160.T208 does not apply to the following:

(1) Each vessel of 300 gross tons or less, except a foreign vessel of 300 gross tons or less entering any port or place in the Seventh Coast Guard District as described by §3.35–1(b) of this chapter.

(2) Each vessel operating exclusively within a Captain of the Port zone.

(3) [Reserved]

(4) Each vessel arriving at a port or place under force majeure.

(5) [Reserved]

(6) Each barge.

(7) Each public vessel.

(8) [Reserved].

(9) U.S. vessels, except tank vessels, operating solely between U.S. ports on the Great Lakes.

(f) Sections 160.T212 and 160.T214 apply to each vessel arriving at or departing from a port or place in the United States carrying certain dangerous cargo. A vessel submitting a notice of arrival under §160.T212 need not submit another notice as required in §160.T208.

(g) Sections 160.T208, 160.T212, and 160.T214 apply to each vessel upon the waters of the Mississippi River between its mouth and mile 235, Lower Mississippi River, above Head of Passes. Sections 106.207, 160.211, and 160.213 do not apply to each vessel upon the waters of the Mississippi River between its sources and mile 235, above the Head of Passes, and all the tributaries emptying thereinto and their tributaries, and that part of the Atchafalaya River above its junction with the Plaquemine-Morgan City alternate waterway, and the Red River of the North.

(FR 10/04/01)

51/01

Page 88—Paragraph 1620, line 3 to Paragraph 1645; read: and handled without mark or count.

Certain dangerous cargo includes any of the following:

(a) Division 1.1 or 1.2, explosive materials, as defined in 49 CFR 173.50.

(b) Division 5.1, Oxidizing materials, or Division 1.5, blasting agents, for which a permit is required under 49 CFR 176.415, or for which a permit is required as a condition of a Research and Special Programs Administration exemption.

(c) Division 4.3, Spontaneously Combustible products in excess of 60 metric tons per vessel.

(d) Division 6.1, Poison-Inhalation Hazard, products in bulk packagings.

(e) Class 7, highway route controlled quantity radioactive material, or fissile material, controlled shipment, as defined in 49 CFR 173.403.

(f) Each cargo under Table 1 of 46 CFR part 153 when carried in bulk.

(g) Each cargo under Table 4 of 46 CFR part 154 when carried in bulk.

(h) Butylene Oxide, Chlorine, and Phosphorous, elemental when carried in bulk.

Crewmember means all persons carried on board the vessel to provide navigation and maintenance of the vessel, its machinery, systems, and arrangements essential for propulsion and safe navigation or to provide services for other persons on board.

(FR 10/04/01)

51/01

Page 88—Paragraph 1648, line 7 to Paragraph 1649; read: shortage.

Nationality means the state (nation) in which a person is a citizen or to which a person owes permanent allegiance.

Operator means any person including, but not limited to, an owner, a demise- (bareboat-) charterer, or another contractor who conducts, or is responsible for, the operation of a vessel.

COAST PILOT 5 (Continued)

Persons in addition to crewmembers means any person onboard the vessel, including passengers, who are not included on the list of crewmembers.

(FR 10/04/01)

51/01

Page 88—Paragraph 1652, line 4; read:

country and that is not engaged in commercial service.

§160.T204 Reporting of notification of arrival and Notification of departure.

(a)(1) Until October 15, 2001, all vessels required to report the information in §160.T208, §160.T212, or §160.T214, must submit the report to the cognizant Captain of the Port (COTP).

(2) From October 15, 2001 until June 15, 2002, all vessels required to report notice of arrival and departure information in §§160.T208, 160.T212, or 160.T214, other than vessels 300 or less gross tons operating in the Seventh Coast Guard District, must submit the notice to the National Vessel Movement Center (NVMC), United States Coast Guard, 408 Coast Guard Drive, Kearneysville, W.V., 25430, by:

(i) Telephone at 1-800-708-9823;

(ii) Fax at 1-800-547-8724; or

(iii) E-mail at SANS@NVMC.USCG.gov.

Note to paragraph (a):

Information about the National Vessel Movement Center is available on its website at <http://www.nvmc.uscg.gov/>.

(b) Those vessels 300 or less gross tons operating in the Seventh Coast Guard District required by §160.T208, §160.T212, or §160.T214 to report notice of arrival and departure information must submit the notice to the cognizant Captain of the Port (COTP).

(FR 10/04/01)

51/01

Page 88—Paragraph 1652, line 4; read:

protection, or national security.

§160.207 [Suspended]

§160.T208 Notice of arrival: Vessels bound for ports or places in the United States.

(a) The owner, agent, master, operator, or person in charge of a vessel on a voyage of 96 hours or more must submit the information under paragraph (c) of this section at least 96 hours before entering the port or place of destination.

(b) The owner, agent, master, operator, or person in charge of a vessel on a voyage of less than 96 hours must submit the information under paragraph (c) of this section prior to departing the port or place of departure, but no less than 24 hours before entering the port or place of destination.

(c) The following information must be submitted as prescribed by §160.T204:

(1) Name of port(s) or place(s) of destination in the United States;

(2) Estimated date and time of arrival at each port or place;

(3) Name of the vessel;

(4) Country of registry of the vessel;

(5) Call sign of the vessel;

(6) International Maritime Organization (IMO) international number or, if vessel does not have an assigned IMO international number, the official number of the vessel;

(7) Name of the registered owner of the vessel;

(8) Name of the operator of the vessel;

(9) Name of the classification society of the vessel;

(10) General description of cargo onboard the vessel (e.g.: grain, container, oil, etc.);

(11) Date of departure and name of the port from which the vessel last departed;

(12) Name and telephone number of a 24-hour point of contact for each port included in the notice of arrival;

(13) Location or position of the vessel at the time of the report;

(14) A list of crewmembers onboard the vessel. The list must include the following information for each person:

(i) Full name;

(ii) Date of birth;

(iii) Nationality;

(iv) Passport number or mariners document number; and

(v) Position or duties on the vessel;

(15) A list of persons in addition to the crew onboard the vessel. The list must include the following information for each person:

(i) Full name;

(ii) Date of birth;

(iii) Nationality; and

(iv) Passport number.

(d) You may submit a copy of INS Form I-418 to meet the requirements of paragraphs (c)(14) and (c)(15) of this section.

(e)(1) Any changes to the information required by paragraphs (c) or (h) of this section must be reported as soon as practicable but no less than 24 hours before entering the port of destination.

(2) Any changes to the arrival time or the departure time in a submitted notice of arrival (NOA) that are less than six (6) hours need not be reported.

(3) When reporting changes, only report specific items to be corrected in the submitted NOA report. Do not resubmit the entire NOA report.

(f) International Safety Management (ISM) Code (Chapter IX of SOLAS) Notice. If you are the owner, agent, master, operator, or person in charge of a vessel that is 500 gross tons or more and engaged on a foreign voyage to the United States, you must provide the ISM Code notice described in paragraph (g) as follows:

(1) ISM Code notice beginning January 26, 1998, if your vessel is—a passenger vessel carrying more than 12 passengers, a tank vessel, a bulk freight vessel, or a high-speed freight vessel.

(2) ISM Code notice beginning July 1, 2002, if your vessel is—a freight vessel not listed in paragraph (f)(1) of this section or a self-propelled mobile offshore drilling unit (MODU).

(g) ISM Code notice includes the following:

(1) The date of issuance for the company's Document of Compliance certificate that covers the vessel.

(2) The date of issuance for the vessel's Safety Management Certificate, and,

(3) The name of the Flag Administration, or the recognized organization(s) representing the vessel flag administration, that issued those certificates.

COAST PILOT 5 (Continued)

(h) Any vessel planning to enter two or more consecutive ports or places in the United States during a single voyage may submit one consolidated Notification of Arrival at least 96 hours before entering the port or place of destination. The consolidated notice must include the port name and estimated arrival date for each destination of the voyage. Any vessel submitting a consolidated notice under this section must still meet the requirements of paragraph (e) of this section concerning changes to required information.

§160.209 [Reserved]**§160.211 [Suspended]****§160.T212 Notice of arrival: Vessels carrying certain dangerous cargo.**

(a)(1) The owner, agent, master, operator, or person in charge of a vessel, other than a barge, carrying certain dangerous cargo that is bound for a port or place in the United States that is 96 hours or more away from the vessel's port of departure must report the information in paragraph (b) of this section at least 96 hours before entering the port or place of destination; or

(2) The owner, agent, master, operator, or person in charge of a vessel, other than a barge, carrying certain dangerous cargo that is bound for a port or place in the United States that is less than 96 hours away from the vessel's port of departure must report the information in paragraph (b) of this section prior to departing the port or place of departure, but no less than 24 hours before entering the port or place of destination.

(b) The following information must be submitted as prescribed by §160.T204:

- (1) Name of port(s) or place(s) of destination in the United States;
- (2) Estimated date and time of arrival at each port or place;
- (3) Name of the vessel;
- (4) Country of registry of the vessel;
- (5) Call sign of the vessel;
- (6) International Maritime Organization (IMO) international number or, if the vessel does not have an assigned IMO international number, the official number of the vessel;
- (7) Name of the registered owner of the vessel;
- (8) Name of the operator of the vessel;
- (9) Name of the classification society of the vessel;
- (10) Date of departure and name of the port from which the vessel last departed;
- (11) Name and telephone number of a 24-hour point of contact for each port included in the notice of arrival;
- (12) Location or position of the vessel at the time of the report;
- (13) Name of each of the certain dangerous cargoes carried;
- (14) Amount of each of the certain dangerous cargoes carried;
- (15) Stowage location of each of the certain dangerous cargoes carried;
- (16) General description of cargo, other than dangerous cargoes, onboard the vessel;
- (17) Operational condition of the equipment under §164.35 of this chapter;
- (18) A list of crewmembers onboard the vessel. The list

must include the following information for each person:

- (i) Full name;
- (ii) Date of birth;
- (iii) Nationality;
- (iv) Passport number or mariners document number; and
- (v) Position or duties on the vessel;

(19) A list of persons in addition to the crew onboard the vessel. The list must include the following information for each person:

- (i) Full name;
- (ii) Date of birth;
- (iii) Nationality; and
- (iv) Passport number; and

(c) You may submit a copy of INS Form I-418 to meet the requirements of paragraphs (b)(18) and (b)(19) of this section.

(d)(1) Any changes to the information required by paragraphs (b) or (f) of this section must be reported as soon as practicable but no less than 24 hours before entering the port of destination.

(2) Any changes to the information required by paragraph (e) of this section must be reported as soon as practicable but no less than 12 hours before entering the port of destination.

(3) Any changes to the arrival time or the departure time in a submitted notice of arrival (NOA) that are less than six (6) hours need not be reported.

(4) When reporting changes, only report specific items to be corrected in the submitted NOA report. Do not resubmit the entire NOA report.

(e) The owner, agent, master, operator or person in charge of a barge bound for a port or place in the United States carrying certain dangerous cargo shall report the information required in paragraphs (b)(1) through (b)(6) and (b)(10) through (b)(19) of this section as prescribed by §160.T204 at least 12 hours before entering that port or place.

(f) Any vessel planning to enter two or more consecutive ports or places in the United States during a single voyage may submit one consolidated Notification of Arrival at least 96 hours before entering that the first U.S. port or place of destination. The consolidated notice must include the port name and estimated arrival date for each destination of the voyage. Any vessel submitting a consolidated notice under this section must still meet the requirements of paragraphs (d) of this section concerning changes to required information.

§160.213 [Suspended]**§160.T214 Notice of departure: Vessels carrying certain dangerous cargo.**

(a) The owner, agent, master, operator, or person in charge of a vessel, except a barge, departing from a port or place in the United States for any other port or place and carrying certain dangerous cargo, must submit a notice of departure as prescribed by §160.T204 at least 24 hours before departing, unless this notification was made within 2 hours after the vessel's arrival, of the:

- (1) Name of port(s) or place(s) of destination in the United States;
- (2) Estimated date and time of arrival at each port or place;
- (3) Name of the vessel;

COAST PILOT 5 (Continued)

- (4) Country of registry of the vessel;
- (5) Call sign of the vessel;
- (6) International Maritime Organization (IMO) international number or, if the vessel does not have an assigned IMO international number, the official number of the vessel;
- (7) Name of the registered owner of the vessel;
- (8) Name of the operator of the vessel;
- (9) Name of the classification society of the vessel;
- (10) Date and time of departure and name of the port from which the vessel last departed;
- (11) Name and telephone number of a 24-hour point of contact for each port included in the notice of arrival;
- (12) Location or position of the vessel at the time of the report;
- (13) Name of each of the certain dangerous cargoes carried;
- (14) Amount of each of the certain dangerous cargoes carried;
- (15) Stowage location of each of the certain dangerous cargoes carried;
- (16) General description of cargo other than dangerous cargoes, onboard the vessel;
- (17) Operational condition of the equipment under §164.35 of this chapter;
- (18) A list of crewmembers onboard the vessel. The list must include the following information for each person:
- (i) Full name;
 - (ii) Date of birth;
 - (iii) Nationality;
 - (iv) Passport number or mariners document number; and
 - (v) Position or duties on the vessel;
- (19) A list of persons in addition to the crew onboard the vessel. The list must include the following information for each person:
- (i) Full name;
 - (ii) Date of birth;
 - (iii) Nationality; and
 - (iv) Passport number; and
- (b) You may submit a copy of INS Form I-418 to meet the requirements of paragraphs (a)(18) and (a)(19) of this section.
- (c)(1) Any changes to the information required by paragraph (a) of this section must be reported prior to departing.
- (2) Any changes to the arrival time or the departure time in a submitted notice of departure (NOD) that are less than six (6) hours need not be reported.
- (3) When reporting changes, only report specific items to be corrected in the submitted NOD report. Do not resubmit the entire NOD report.
- (d) The owner, agent, master, operator, or person in charge of a barge departing from a port or place in the United States for any other port or place and carrying certain dangerous cargo shall report the information required in paragraphs (a)(1) through (a)(6) and (a)(10) through (19) of this section as prescribed by §160.T204 at least 4 hours before departing, unless this report was made within 2 hours after the barge's arrival.
- (FR 10/04/01) 51/01

Page 114—Paragraph 2240, line 3; read:
telephone number 787-706-2444 or 787-289-2048. The
Coast Guard Patrol ...
(CL 1206/01; FR 06/25/01) 51/01

**COAST PILOT 9 19 Ed 1998 Change No. 25
LAST NM 47/01**

Page 337—Paragraph 167; strike out.
(CL 604/00; 27/95 CG17) 51/01

Page 337—Paragraph 169; strike out.
(CL 604/00; 27/95 CG17) 51/01

Page 337—Paragraph 179; strike out.
(CL 604/00; 27/95 CG17) 51/01

Page 337—Paragraph 181; strike out.
(CL 604/00; 27/95 CG17) 51/01

Page 338—Paragraph 190; strike out.
(CL 604/00; 27/95 CG17) 51/01

Page 339—Paragraph 204; strike out.
(CL 604/00; 27/95 CG17) 51/01

COAST PILOT 9 19 Ed 1998 Change No. 26

Page 96—Paragraph 338, lines 5 to 6; read:
monitors VHF-FM channels 16 and 68. In June 2000, the
controlling depths for the berthing areas varied from 5.5 to
12 feet. Water, electricity, gasoline, and diesel fuel are avail-
able in ...
(NOS 16710; 51/00 CG17) 51/01

Page 103—Paragraph 435, lines 4 to 6; read:
2000, the controlling depths were 12 feet in the entrance
channel to the basin, except for lesser depths to 7 feet along
the E and W edges of the channel, thence in 1997, 10 to 12
feet in the basin, except for severe ...
(BP 172217) 51/01

Page 116—Paragraph 627; read:
**The March 1964 earthquake caused bottom uplift
throughout Montague Strait. Shoaling and other scat-
tered dangers exist in the area, requiring mariners to
navigate with caution. Full bottom coverage surveys of
Montague Strait were completed by the NOAA Ship
Rainier in 2000. Mariners are advised to consult the U.S.
Coast Guard Local Notice to Mariners for the location of
dangers.**
(CL 863/01) 51/01

Page 116—Paragraph 633; read:
**31.5 feet in Macleod Harbor. Shoaling and other dangers
exist, requiring mariners to navigate with caution.**
(CL 863/01) 51/01

COAST PILOT 9 (Continued)

Page 116—Paragraph 635, line 10; read:
bottom.

The 1964 earthquake caused bottom uplift that reduced depths in Hanning Bay as much as 5 to 6 fathoms less than charted.

Mariners are advised to consult the Notice to Mariners, and use caution in Hanning Bay until surveys conducted in 2000 are shown on the chart.

(CL 863/01) 51/01

Page 116—Paragraph 637, line 6; read:
uncover about 1.6 miles E of the island ...
(CL 863/01)

51/01

Page 116—Paragraph 637, line 7; read:
and close to the 50-fathom curve. A shoal area with depths of 3.75 to 9 fathoms is about 2 miles NE of the island.
(CL 1006/01)

51/01

Page 118—Paragraph 668, line 3; read:
entrance bar, with depths of 5.5 to 11 fathoms, has sometimes ...
(CL 863/01)

51/01

Page 118—Paragraph 668, lines 6 to 7; read:
the N part of Latouche Passage. A 2.75-fathom spot and a reported 4-fathom spot are 0.3 mile and about 1.2 miles, respectively, W of ...
(CL 863/01)

51/01

Page 118—Paragraph 670, line 2; read:
and 0.7 to 1.3 miles wide with depths under 30 fathoms in most ...
(CL 863/01)

51/01

Page 119—Paragraph 694, line 2; read:
has an abandoned saltery at its head. The cove is foul with 4 feet in ...
(CL 863/01)

51/01

Page 119—Paragraph 695, line 2; read:
the entrance to Sawmill Bay, has foul ground along its N and S shores.
(CL 863/01)

51/01

Page 119—Paragraph 704, line 6; read:
rocks off Port Ashton. When entering through the SW entrance, care should be taken to avoid a reef on the E side of the entrance in about 60°02'54"N., 148°01'03"W.
(CL 863/01)

51/01

COAST PILOT 9 19 Ed 1998 Change No. 27

Page 139—Paragraph 1098, line 4; read:
yards E from its E end. The end of the spit is marked by a daybeacon. A ...
(43/00 CG17)

51/01

Page 139—Paragraph 1101, line 6; read:
marked at its outer end by a daybeacon, and the cove SE of the wharf is ...
(43/00 CG17)

51/01

Page 192—Paragraph 714, line 4; read:
a small house with a square green daymark, and marks the N ...
(44/00 CG17)

51/01

Page 216—Paragraph 352; read:

Lefthand Bay, known locally as **Left Arm**, on the W side of Balboa Bay, is protected to some degree from S winds. However, the winds tend to funnel into the entrance of the bay. The bottom varies from mud to shale and does not provide good holding ground in strong winds. Shoals extend about 500 yards off the N and S shores at the entrance, and about 200 to 300 yards off the shores inside the bay. Mid-channel depths are 25 fathoms at the entrance, shoaling gradually toward the sand beach at the head of the bay. **Kagayan Flats**, between Lefthand Bay and Beaver Bay, are low and marshy.
(CL 355/01)

51/01

Page 333—Paragraph 102; strike out.
(CL 604/00; 27/95 CG17)

51/01

Page 334—Paragraph 116, lines 2 to 6; read:
Wainwright. An aerolight and aero radiobeacon are at Wainwright airstrip (70°36.6'N., 159°51.9'W.).
(CL 604/00; 27/95 CG17)

51/01

Page 335—Paragraph 132; strike out.
(CL 604/00; 27/95 CG17)

51/01

Page 336—Paragraph 159; strike out.
(CL 604/00; 27/95 CG17)

51/01

Page 336—Paragraph 162; strike out.
(CL 604/00; 27/95 CG17)

51/01

COAST PILOT 9 19 Ed 1998 Change No. 28

Page 151—Paragraph 1267, line 7; read:
is shown from a skeleton tower with a diamond-shaped red ...
(LL/01; 37/01 CG17)

51/01

Page 153—Paragraph 1309, lines 2 to 3; read:
light and a lighted seasonal buoy.
(LL/01; 37/01 CG17; NOS 16662)

51/01

Page 158—Paragraph 1384, line 4; read:
shown from a skeleton tower with a green square daymark ...
(LL/01; 37/01 CG17)

51/01

COAST PILOT 9 (Continued)

Page 161—Paragraph 5, line 7; read:
Chiniak Bay.

The December 1999 earthquake may have caused bottom uplift in and around all Kodiak Island coastal waters, shoaling and new dangers may exist requiring extreme caution until a complete survey is made of the entire area.

(17/01 CG17) 51/01

Page 179—Paragraph 382, line 3; read:
(57°11'21"N., 152°55'12"W.), 106 feet above the water, is shown ...

(36/01 CG17) 51/01

Page 179—Paragraph 398, line 1; read:

Sitkalidak Passage Light 4 (57°12'33"N., 153°16'33"W.),

...
(36/01 CG17) 51/01

Page 187—Paragraph 603, lines 4 to 5; read:

Alligator Island Light (58°28'28"N., 152°47'17"W.) 60 feet above the water, is shown from a skeleton tower with a red and white diamond-shaped ...

(37/01 CG17; LL/01) 51/01

Page 300—Paragraph 87, lines 1 to 2; read:

Johnston Channel, on the E side of Herendeen Bay, is 6 to 15 fathoms deep and very narrow with ...

(23/96 CG17; CL 1031/98) 51/01

Page 300—Paragraph 88, line 5; read:

The reef is an outlying danger in the upper bay.

(23/96 CG17; CL 1031/98) 51/01

Page 300—Paragraph 106, line 5; read:

Smoky Point Light (57°36'44"N., 157°41'26"W.), 40 feet above the water, is ...

(LL/01; 37/01 CG17) 51/01

Page 305—Paragraph 206, lines 5 to 7; read:

outside a line joining Etolin and Protection Points. Above this line in the E half of the bay are long shoals, most ...

(CL 1031/98) 51/01

Page 306—Paragraph 232, line 4; read:

to the bay, favoring the Etolin Point side in preference to ...

(CL 1031/98; NOS 16011) 51/01

Page 306—Paragraph 233, line 1; read:

Enter the bay on the **341°** ...

(CL 1031/98; LL/01) 51/01

COAST PILOT 9 19 Ed 1998 Change No. 29

Page 54—Paragraph 637, line 1; read:

Tide Tables published by private entities using data pro-

vided by the National Ocean Service.

(CL 1206/01; FR 6/25/01) 51/01

Page 54—Paragraph 640, lines 3 to 4; read:

published by the National Imagery and Mapping Agency, or an equivalent foreign government publication, reasonably ...

(CL 1206/01; FR 6/25/01) 51/01

Page 59—Paragraphs 804 to 805; read:

(C) Tidal-current tables published by private entities using data provided by the NOS, or river-current tables published by ACOE or a river authority:

(D) Tide tables published by private entities using data provided by the NOS; and ...

(CL 1206/01; FR 06/25/01) 51/01

Page 85—Paragraph 93, line 5; read:

terminates on shoals that bare at low water.

The pass between Disenchantment Bay and Russell Fiord is dangerous and should be avoided by mariners. The narrow entrance, strong currents and the threat of sudden calving of ice from the glacier makes it unsafe.

(CL 1470/2000) 51/01

Page 95—Paragraph 316, line 4; read:

water over them. The E limit of the shoal area is marked by lights and a daybeacon.

(35/01 CG17) 51/01

Page 134—Paragraph 998, line 9; read:

absolutely necessary.

The Cook Inlet area is affected by land uplift due to forces such as postseismic crustal rebound. As a result, the tidal datums including mean lower low water, the plane of reference used for depth soundings, have changed throughout the region. As the uplift rates can only be estimated and areas continue to rise, depths may be shoaler than charted. Mariners are urged to be prudent.

(CL 243/2000) 51/01

Page 138—Paragraph 1074, line 7; read:

above the water, is shown from a skeleton tower with a diamond-shaped ...

(37/01 CG17; LL/01) 51/01

Page 139—Paragraph 1107, line 5; read:

Point Pogibshi Light (59°25'28"N., 151°53'13"W.), 94 feet above ...

(37/01 CG17; LL/01) 51/01

Page 147—Paragraph 1197, lines 2 to 3; read:

151°39.9'W.), 15 feet above the water, is shown from a tower with a red triangular daymark on the seaward end ...

(37/01 CG17; LL/01) 51/01

Page 150—Paragraph 1255, line 5; read:

is shown from a skeleton tower with a diamond-shaped red

COAST PILOT 9 (Continued)

and ...
(LL/01; 37/01 CG17) 51/01

Page 151—Paragraph 1265, lines 15 to 16; read:
152°14.2'W.) 95 feet above the water, is shown from a skeleton tower with a diamond-shaped red and white daymark on ...
(LL/01; 37/01 CG17) 51/01

Page 151—Paragraph 1267, lines 3 to 4; read:
Kalgin Island Light (60°29'06"N., 151°50'16"W.), 140 feet above the water, is shown from a skeleton tower with a diamond-shaped red ...
(LL/01; 37/01 CG17) 51/01

COAST PILOT 9 19 Ed 1998 Change No. 30

Page 116—Paragraph 632, line 2; read:
miles N from Cape Cleare, is an excellent ...
(CL 863/01; NOS/01) 51/01

Page 116—Paragraph 635, lines 5 to 7; read:
the E side. A dangerous sunken wreck (59°57'54"N., 147°42'11"W.) with a least depth of 2.8 fathoms is in the center of the bay, just inside the 10-fathom curve, and a 1.75-fathom spot is about 0.5 mile off the S shore just inside the entrance. The best anchorage in S winds is about 1.0 mile from the S shore of the bay, with Danger Island bearing **258°** and **Point Bazil**, the N entrance point, bearing approximately N, in about 11 to 14 fathoms. Care should be taken to avoid the previously mentioned dangerous submerged wreck located in the center of the bay.
(CL 863/01; NOS 16701; CL 218/01) 51/01

Page 116—Paragraph 636, lines 5 to 10; read:
SSW of The Needle. A shoal with a least depth of 5.5 fathoms and 5.7 fathoms at both ends extends NE about 2 miles from a point about 0.5 mile S of The Needle. Two shoal spots, 6.5 and 7.5 fathoms, are close SW and W of the S extremity of the shoal, and a shoal area, 3.7 to 7.5 fathoms, is about 0.7 mile NNE of The Needle.
(CL 863/01) 51/01

Page 117—Paragraph 660, lines 4 to 5; read:
and the anchorage is exposed E. A rock covered $\frac{3}{4}$ -fathom is about 0.1 mile off the N shore of the bay and about 0.5 mile inside ...
(CL 863/01) 51/01

Page 117—Paragraph 660, lines 8 to 9; read:
13 fathoms or less, having a coarse pebble bottom. There is a ledge on the E side of the inner cove that extends outward about 109 yards which should be avoided. Favor the steep sloping spit on the W side of the channel when entering the inner cove.
(CL 863/01) 51/01

Page 118—Paragraph 670, lines 6 to 8; read:
the crescent-shaped islet 2.2 miles SW of Chicken Island. Rocks and kelp are in the passage between **Izmaylov Island** and Latouche Island.

A rocky ledge extends 220 yards from the W shore of Latouche Island and lies directly E of Izmaylov Island. A rock lies 120 yards from the NW tip of Izmaylov in about 60°00'42"N., 147°59'25"W.
(CL 863/2001) 51/01

Page 118—Paragraph 671, line 3; read:
is about 1.8 miles wide, with deep water. A ledge extends 100 yards off the W shore of Latouche Island 0.2 mile SE of Point Grace, and a dangerous rocky reef, awash at low tide, lies about 270 yards off the W shore of Latouche Island 0.8 mile S of Point Grace in 60°04'20"N., 147°52'27"W.
(CL 863/01) 51/01

Page 118—Paragraph 672, lines 3 to 8; read:
dangerous rock, awash at minus tide levels, lies 1.9 miles SW of Bishop Rock, in about 60°04'46"N., 147°55'58"W., about 0.1 mile off Evans Island. An unnamed wooded island, with a grass-covered rock close to its N end, is near the E end of Evans Island, 0.8 mile N of Bishop Rock. The island is connected to the shore by a gravel bar at low tide.
(CL 863/01) 51/01

COAST PILOT 9 19 Ed 1998 Change No. 31

Page 118—Paragraph 673, line 3; read:
Kennecott Copper Corp. The buildings are in ruins. Girwood, 0.3 mile N of Latouche, is the site of a homestead. There are piles on the beach in this vicinity.
(CL 863/01) 51/01

Page 118—Paragraph 675; read:
Two rocks lie about 30 yards W of Powder Point at 60°03'00"N., 147°54'37"W. Another rock lies about 120 yards SW of Powder Point at 60°02'56"N., 147°54'43"W.
(CL 863/01) 51/01

Page 118—Paragraph 676, lines 2 to 3; read:
separated from Latouche Island by a pass 200 yards wide with a depth of only 4 feet. A rocky ledge extends about 130 yards W of Latouche Island towards the SE end of Chicken Island. Only small craft should attempt the passage between Chicken Island and Latouche Island, and then only at high water. A reef, 200 yards in length, runs NE to SW and lies in the middle of **Wilson Bay**, just E of the N end of Chicken Island.
(CL 863/01) 51/01

Page 118—Paragraph 677, lines 2 to 4; read:
miles SW of Point Grace. Its S half is shoal with depths of 0.3 fathom. Small craft should enter near the N shore of the bay where they can anchor in about 3 fathoms. A mooring pile is in the N part of the bay. Vessels can also anchor about

COAST PILOT 9 (Continued)

0.3 mile off the entrance in 16 to ...
(CL 863/01)

51/01

Page 119—Paragraphs 691 to 692; read:

There is a 2.2-fathom shoal at the E approach to Sawmill Bay, approximately 800 yards S of Johnson Cove at 60°03'25"N., 147°58'34"W. A rocky 8-fathom patch is about 900 yards N of the peak of Bettles Island. A shoal of 7.5 fathoms lies 850 yards E of the daybeacon NW of Elrington Passage Light at 60°03'10"N., 148°00'37"W. There are two sets of oil deflection booms deployed at the entrance to Sawmill Bay. The first set of buoys runs about 2,200 yards SW from the W point of the month to Johnson Cove. The second set of buoys runs from Port Benney (60°03'48"N., 148°00'54"W.), in a SW direction to Sawmill Bay Light 3. In the event of an oil spill, containment booms will be extended along the buoys.

(CL 1415/98; CL 863/01)

51/01

Page 119—Paragraph 696, lines 2 to 3; read:

Sawmill Bay. A saltery just inside the W entrance point has a wharf in ruins. A reef covered 1 fathom is about 200 yards SE of the ruins. Along the SW entrance to the bay is a small boat harbor with a floating pier available for seaplanes and small craft. The W side of the bay is marked by a daybeacon. Two steel pilings are reported to lie across from the small boat harbor in about 60°04'02"N., 148°00'29"W.

(CL 863/01)

51/01

Page 119—Paragraph 703; read:

Anchorage.—Sawmill Bay has no good anchorage for larger vessels and the holding ground is poor. Smaller craft may find suitable anchorage in some coves throughout Sawmill Bay.

(CL 863/01)

51/01

Page 199—Paragraph 699, line 2 to Paragraph 701; read:

destroyed by fire and a series of pilings and dolphins mark the extent of the pier ruins. A group of rocks, awash at extreme low water, are about 115 yards offshore and about

260 yards NE from the wharf ruins.

Port San Juan is at the SW end of Sawmill Bay and is the site of a fish hatchery. A wharf with a 200-foot face had a reported least depth alongside of about 22 feet in October 2000. A waterfall is behind the fish hatchery. A fish pen lies 90 yards E of the hatchery pier and is marked by orange buoys on each corner. A daybeacon lies about 500 yards E of the pen.

A rock covered $\frac{1}{2}$ -fathom, is about 700 yards E of the wharf. It is marked by a daybeacon about 100 yards to the N. Another rock, covered 1.25 fathoms is about 325 yards NE of the wharf. In the approach to the wharf, there are spots with less than 4.5 fathoms over them. A small boat pier is opposite of Port San Juan about 0.3 mile SW of Sawmill Bay Light 3.

(CL 863/01)

51/01

COAST PILOT 9**19 Ed 1998****Change No. 32**

Page 208—Paragraph 203, line 1; read:

Charts 16561, 16566.—**Chankliut Island**, as it opens out from ...

(CL 1564/99)

51/01

Page 208—Paragraph 208, line 1; read:

Charts 16561, 16566, 16013.—**Warner Bay**, 11 miles SW of Castle ...

(CL 1564/99)

51/01

Page 208—Paragraph 210, line 1; read:

Charts 16561, 16013.—**Devils Bay**, 15 miles SSW of Castle Cape, ...

(CL 1564/99)

51/01

Page 210—Paragraph 235, line 1; read:

Charts 16561, 16011, 16013.—**Mitrofanina Bay**, large and open, is ...

(CL 1564/99)

51/01

LAST NM 49/01

INDEX NUMBER	PORT	COUNTRY CODE	LATITUDE	LONGITUDE	PUBLICATION	CHART	HARBOR			HARBOR TYPE	SHELTER	ENTRANCE RESTRICTIONS				OVERHEAD LIMITS				ANCHORAGE				CARGO PIER	OIL TERMINAL	TIDE	MAX SIZE VESSEL	GOOD HOLDING GROUND		TURNING AREA
							SIZE	OR	F			TIDE	SWELL	ICE	OTHER	CHANNEL	ANCHORAGE	CARGO PIER	GOOD HOLDING GROUND	TURNING AREA										
*11372	COLES BAY OIL TERMINAL	NT	1801N	06305W	147	25613	S	OR	F			N	N	N	Y	N					M		K					Y	51/01	
11400	BASSETERRE	SC	1718N	06243W	147	25608	S	CN	F		*	Y	Y	N	N	N				*			*	*	01	L	Y	Y	*	51/01

	INDEX NUMBER	1ST PORT OF ENTRY U.S. REPRESENTATIVE E7A MESSAGE	PILOTAGE COMPULSORY AVAILABLE LOCAL ASSIST ADVISABLE	TUGS SALVAGE TUGS ASSIST	QUARANTINE PRATIQUE DERATT CERT OTHER	COMMUNICATIONS TELEPHONE TELEGRAPH RADIO RADIO TEL AIR RAIL	LOAD/OFFLOAD WHARVES ANCHOR MED MOOR BEACH MOOR ICE MOOR	MEDICAL FACILITIES GARBAGE DISPOSAL DEGAUS DIRT BALLAST	CRANES FIXED MOBILE FLOATING	LIFTS 100 TONS PLUS 50 - 100 TONS 25 - 49 TONS 0 - 24 TONS	SERVICES LONGSHORE ELECT STEAM NAVIG EQUIP ELECT REPAIR	SUPPLIES PROVISIONS WATER FUEL OIL DIESEL OIL DECK ENGINE	REPAIR DRYDOCK RAILWAY	
*11372	N N	N Y Y				Y Y Y	Y	Y N N				N	N	51/01
11400	Y N Y	N Y *	N N	Y		Y Y Y * Y	*	Y Y N	* Y	Y Y	Y	Y Y Y * *	B	51/01

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